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COUNTRY Ecuador

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**SUPPLEMENT TO
REPORT NO.**

1. Various reports indicate that the chauffeurs' strike* in Guayaquil which lasted from 7-9 March 1949 had been developed by the Partido Comunista del Ecuador (PCE). As far back as 19 January 1949 the Communists were planning for a general transportation strike in the Guayaquil vicinity. Although the chauffeurs' strike involved only bus and taxi drivers in Guayaquil, original Communist plans called for a combined railroad, maritime, and transit stoppage. The Communists were not actually interested in arriving at any basic labor agreement, but sought only to spread unrest and cause embarrassment to non-Communist city officials. For this reason the chauffeurs' demands included no request for salary increase but asked simply for a revision of the rules which force chauffeurs to register for new operating licenses.
2. On 6 February Pedro Saad, Acting Secretary General of the PCE, and Enrique Gil Gilbert, Guayaquil Communist leader, had a long conference with Jose Vicente Trujillo,** Guayaquil lawyer, regarding a combined transportation strike in Guayaquil. Saad and Gil are said to have obtained Trujillo's aid in fomenting such a strike and told him that he could expect no political assistance from the PCE as the Party did not want to antagonize the President.
3. On 14 February Franklin Perez Castro was sent by the Coastal Regional Committee of the PCE to Bucay (sic) to persuade the railroad workers stationed there to support all the strike demands of their union leaders and help with the combined railroad and transit employees strike.
4. The labor situation grew more tense when the Workers Federation of the Province of Guayas threatened to go on strike. On 10 March that organization voted to provide strike funds to the Federation of Railroad Workers and to support the latter group in a general sympathy strike if they went out on strike according to plan. The President of the National Railroad Board threatened to resign if the government did not grant the loan requested by the railroad for salaries and maintenance. In Quito the Chauffeurs Syndicate, heartened by the success of the syndicate in Guayaquil, began preparing a petition for presentation to the government. The disgruntled workers of La Industrial textile factory in Quito are prepared to join any labor movement, and their leaders have threatened to burn the factory and attack the home of its owner, Ramon Gonzalez Artigas.
5. In view of the above, the Minister of Economy, Clemente Yerovi Indaburo, was

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ordered to appear before a National Congressional Committee on 11 March 1949 to answer questions regarding the situation and to explain what he has done to remedy it. The Minister, before his appearance, confidentially told a friend that he wished to resign from the Cabinet as soon as possible and to return to private business.

6. It has been reported that the Minister of Social Welfare, Dr. Franklin Tello, an Independent, has become the target of organized labor, which has vowed to force his resignation at an early date.

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[REDACTED] in which it was stated that Trujillo, Colonel Carlos Mancheno, and Dr. Carlos Guevara Moreno were leaders of a revolutionary group which was propagandizing among the soldiers to help overthrow the government.

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